CLASSIFIED MESSAGE

SECRET

ROUTING

1	D/Tech	4	DDR
2		5	D/EA
3		6	DD

OD
PS
SS
RO

2015Z 27 MAY 63

[redacted] 25X1A

OSA (1-15)

S/C (16)

TOR: 2059Z 27 MAY 63

cy to C.C

ROUTINE

IN 77818

25X1A

25X1A 25X1A

OPIM [redacted] INFO OPIM [redacted] CITE [redacted] 9687

OXCART

25X1A

1. FOR [redacted] WE REQUIRE ANALYSIS OF FUEL SAMPLE FROM IMPOUNDED TANK TRUCK WHICH SERVICED ARTICLE 926/123. PLEASE ADVISE WHAT SIZE SAMPLE AND WHERE IT SHOULD BE SENT. PARTICULARLY INTERESTED IN DISSOLVED WATER CONTENT. HYDRO KIT CHECK PRIOR FUELING INDICATED LESS THAN 30 PPM, BUT DESIRE FURTHER ANALYSIS OF THIS AND ALL FUEL PROPERTIES. SAMPLES PROBABLY ALSO WILL BE SENT TO WRIGHT PATTERSON FIELD FOR ANALYSIS.

2. IF FUEL SYSTEM ICING WERE TO OCCUR IN ENGINE SYSTEMS WHAT WOULD WE EXPECT IN WAY OF SYMPTOMS OF HOLLEY R-95. WHAT WOULD WE EXPECT TO SEE ON R.P.M., E.G.T., FUEL FLOW, AND THRUST. THIS SHOULD BE WORKED OUT FOR THE FOLLOWING CONDITIONS:

ALT	MN	KEAS	PLA
34M	.85	----	X
38M	1.05	----	X
38M (EST)	----	DECREASING	Y (SLIGHT RETARD)

NOTE: AT THIS POINT, DRIVER INDICATED HE HAD 98 PERCENT

F-I-L-E

SECRET

GROUP 1
Excluded from automatic downgrading and declassification

Approved For Release 2000/05/05 : CIA-RDP71B00590R000200030027-3

25X1A

P.M. AND 1800 PPH FUEL FLOW.

5 TO 30M ---- 160 TO 101 Z (POSSIBLE ADV)

NOTE: Z SHOULD BE P.L.A. AT IMPACT.

ALSO PLEASE COMMENT ON WHAT WOULD HAPPEN IF EMERGENCY FUEL
STEM WERE SELECTED.

3. WE NEED SAME INFO AS ABOVE ASSUMING ENGINE AIR INLET
ING WAS ENCOUNTERED.

4. WHAT WOULD BE EFFECT OF OPERATION IN INVERTED ATTITUDE
R ---------- MINUTES. OF PARTICULAR INTEREST IS OIL SYSTEM
D EXPECTED CONDITION OF BEARINGS.

5. BOTH A/B NOZZLES APPEAR TO BE OPEN. WE SUSPECT INERTIA AT
PACT CAUSED THEM TO OPEN. DO YOU CONCUR THAT INERTIA COULD
SULT IN A/B NOZZLE OPENING. ACTUATOR RODS APPEAR TO BE
RANDOM EXTENSIONS, SOME FULL OPEN AND SOME INTERMEDIATE.
ME ALSO APPEAR TO HAVE BEEN BENT WHILE IN NOZZLE CLOSED
SITION.

6. REGARDING ITEMS 2 AND 4. BLANKS WILL BE FILLED IN LATER
SOON AS INFO IS AVAILABLE.

END OF MESSAGE